

ceremony. I told him that this man came to this country as an immigrant boy of 8 with one little possession, that he still has, had amassed this great fortune, and he had just given the Library of Congress \$60 million.

The driver of the subway said: He came here with nothing? I said: That is right. And he has just given this great gift to the Library? And I said: That is right. And he said: That man is truly blessed.

That is my feeling about John Kluge. He is a truly blessed man.

Mr. DODD. I thank my colleague for his wonderful comments about John Kluge.

Mr. President, I ask unanimous consent to proceed for 5 minutes in morning business.

The PRESIDING OFFICER (Mr. FRIST). Without objection, it is so ordered.

VICE PRESIDENTIAL DEBATE

Mr. DODD. Mr. President, I went to Danville, KY, last evening, and I thought both JOE LIEBERMAN and DICK CHENEY did an admirable job in presenting their respective points of view during the Vice Presidential debate.

It will be understandable if I express a certain amount of parochial pride in the performance of my colleague and friend from Connecticut, JOE LIEBERMAN, who I thought did a magnificent job in laying out in civil, polite, and in a courteous way, the differences between the two teams, the two parties, and the candidates for the Presidency of the United States of America.

I think all Americans benefited last night as a result of the very eloquent, precise, thoughtful, and clear presentations. So it seems fitting for me to take a minute to commend them both, particularly my colleague from Connecticut. When young people around the country are thinking about politics and wonder whether good examples are out there, it is my hope that they might be shown by their history teachers, the Vice Presidential debate of the year 2000. Indeed, it was a wonderful example of how people of significant differences of opinion and points of view can have a worthwhile, informative discussion and debate of critical issues that face the future of our Nation.

I commend both, particularly my good friend and colleague from Connecticut. There is a collective sense of pride over the junior Senator from Connecticut. I may not call him "junior" Senator much longer, but I want to tell my colleagues how very proud I was of his performance.

WORK REMAINS

Mr. DODD. I want to say briefly before the time runs out, I have great admiration for the work Senator STEVENS has done as chairman of the Appropriations Committee. It is a tough job. We all know how hard he works and how

hard he tries to work out the differences in the spending bills. I have great respect for him and the work he has done as chairman of that committee.

That said, I also would be remiss if I did not mention that there are several important matters, generally speaking, that we have not addressed. We are about to wrap up, to finish over the next few days, with maybe one or two votes left, I am told.

I am saddened that, despite the efforts of Senator STEVENS, the leaders, and others, the Senate has thus far failed to act on several other important matters, including the 39 million seniors who will go without prescription drug benefits under Medicare. That is a great loss. We could have done it this year, and we didn't.

More than 11 million working families will not get the benefit of an increase in the minimum wage. That is a great loss for those people. Mr. President, 53 million children go to school every day in this country, and for the first time in 35 years we were not able to pass the Elementary and Secondary Education Act to try to improve the quality of schools, reduce class sizes, and come up with good afterschool programs.

So, 53 million children lose, 11 million working people don't get an increase in the minimum wage, and 39 million seniors fail to get prescription drug benefits. I think it is a sad day indeed. We could have passed these measures, and we didn't. I am deeply saddened by it, as I think the American people are as well.

While I commend Senator STEVENS and members of the Appropriations Committee, including my colleague from Nevada, HARRY REID, and the distinguished Senator from West Virginia, Mr. BYRD, who have worked tirelessly to get the appropriations work done, the fact of the matter is, a great deal of America's business has gone unattended.

Mr. President, I regret that the leadership of this Congress has failed thus far to act on these and other crucial priorities. If we can find two weeks to debate renaming National Airport, if we can spend many days debating whether to provide estate tax relief to the 44,000 most affluent Americans, then I would hope that in these waning days of this Congress we could find the time to consider the needs of America's children, seniors, and working families.

I yield the floor.

UNANIMOUS CONSENT AGREEMENT—S. 3059

The PRESIDING OFFICER. The Senator from Arizona.

Mr. MCCAIN. Mr. President, I come back to try to resolve this issue. Before I ask for another unanimous consent agreement with some different language, I ask unanimous consent to have printed in the RECORD a letter from the Secretary of Transportation.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

THE SECRETARY OF TRANSPORTATION,
Washington, DC, October 6, 2000.

Hon. JOHN MCCAIN,
Chairman, Committee on Commerce, Science,
and Transportation,
U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: I would like to take this opportunity to reiterate my views regarding the penalty structure for Department of Transportation regulatory agencies such as the National Highway Traffic Safety Administration (NHTSA). I expressed these views in testimony on the Firestone tire recall before the full committee on September 12, 2000.

The Administration supports a three-tiered approach to the enforcement of health and safety statutes: (1) administrative penalties; (2) judicially enforced civil penalties; and (3) in the case of egregious circumstances, criminal penalties for those who knowingly and willfully violate the law. We welcome the opportunity to work with the Congress to properly structure this approach.

Most important, however, is expeditious action on comprehensive legislation that will strengthen NHTSA's ability to address life-threatening motor vehicle safety defects. I will work with you in any way I can to help shape legislation that the Congress can approve and the President can sign into law.

Sincerely,

RODNEY E. SLATER.

Mr. MCCAIN. I will read a portion of the letter:

I would like to take this opportunity to reiterate my views regarding the penalty structure for Department of Transportation regulatory agencies such as the National Highway Traffic Safety Administration (NHTSA). I expressed these views in testimony on the Firestone tire recall before the full committee on September 12, 2000.

and the last paragraph:

Most important, however, is expeditious action on comprehensive legislation that will strengthen NHTSA's ability to address life-threatening motor vehicle safety defects. I will work with you in any way I can to help shape legislation that the Congress can approve and the President can sign into law.

I repeat for my colleagues what the Secretary of Transportation says:

Most important, however, is expeditious action on comprehensive legislation that will strengthen NHTSA's ability to address life-threatening motor vehicle safety defects.

This legislation passed through the committee with the help of the chairman of the Appropriations Committee, a member of that committee, a valued member of that committee. This legislation passed through the Commerce Committee with the support of the majority leader of the Senate, a valued member of that committee.

Although I don't agree with the Transportation appropriations bill, I am not interested in blocking it. I am interested in trying to get action on this legislation before Congress adjourns.

I ask the Senator from Alaska if it would be acceptable if I modified the unanimous consent agreement to say that the majority leader, after consultation with the Democrat leader, would set a specific time and date for this legislation to be considered, and